

WINE AND
SPIRIT
MERCHANT
* CHAZALON & CO.
MAKERS
AND
FRENCH
LIVES
WINE
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S
BUILDING
DISS BROS.
Tailors.

3,648

歲三月正年七零百九千一

HONGKONG, THURSDAY, JANUARY 3, 1907.

八九月一四四

PRICE, \$8.00 Per Month

SHERRIES.

PALE FINO:
Conde de Torres Cabrera ... \$12.00.
DINNER SHERRY:
Conde de Torres Cabrera ... 16.00.
PER CASE OF 1 DOZEN QUARTS.

MACEWEN, FRICKEL & CO.,
1815 3, DUDDELL STREET.

Intimations.

WHO'S WHO

IN THE
FAR EAST.

THE
ONLY BOOK OF REFERENCE
WHICH GIVES
BIOGRAPHIES
OF THE
PROMINENT MEN OF
THE FAR EAST
IS NOW ON SALE
Price \$10.

FORWARDED TO ANY ADDRESS,

OBTAINABLE FROM THE PUBLISHERS
8, QUEEN'S ROAD CENTRAL,
Hongkong.
Hongkong, July 10, 1906.



WANTED.

A CHINESE CLERK and
DRAUGHTSMAN in the SANITARY
DEPARTMENT.
Salary: \$480 to \$600 by \$50 annually.
For particulars, apply to the SECRETARY,
Sanitary Board.

J. M. ATKINSON
P.C.M.O.
Hongkong, January 1, 1907.

NOTICE.

I have this day resumed business as
HONGKONG AGENT for M. S. S.
CASTLE BROS. WOLF & SONS of
Manila.
W. W. WILSON,
Hongkong, January 1, 1907.

NOTICE.

FROM this day we TRANSFER OUR
BUSINESS to Messrs DEACON &
Co.
ROWE & CO.
Canton, December 31, 1906.

NOTICE.

I have this day OPENED my OFFICE
on the 1st Floor, No. 14, DES VŒUX
ROAD CENTRAL.
REGINALD HARDING,
Solicitor and Notary Public.
Hongkong, January 1, 1907.

NOTICE.

WE have this day OPENED
BRANCH OFFICE at CANTON,
and have authorized Mr. J. F. ECA
DA SILVA to sign our Firm on Prosecution
there.

CRUZ, BASTO & CO.
Hongkong, January 1, 1907.

NOTICE.

THE INTEREST and RESPONSIBILITY
of Mr. CHATER PAUL
CHATER in our Firm ceased on 31st
December, 1906.

VERNON & SMYTH.
Hongkong January 1, 1907.

NOTICE.

THE INTEREST and RESPONSIBILITY
of Mr. ROBERT HUNTER
BRUCE in our Firm ceased on 31st
December, 1906.

We have Admitted MR. WILLIAM
WILSON and Mr. RICHARD NIKO-
LANS OBIY. Partners in our Firm from
this date.

TAIT & CO.
Amoy, January 1, 1907.

CANADIAN PACIFIC RAILWAY
COMPANY.

NOTICE.

IN conformity with telegraphic instruc-
tions received from the HEAD
OFFICE, the Undersigned ASSUMES
CHARGE of the Company's business at
China Posts from this date, in succession
to Mr. D. E. BROWN, transferred

D. W. GRADDOCK,
General Traffic Agent for China.

Hongkong, January 1, 1907.

LOST.

A GOLD LOCKET SIGNET RING
with Gem Stone. Finder will be
rewarded on returning to

M. P. B.
Care of "China Mail" Office.

Hongkong, December 31, 1906.

Business Notices.

INNES' PATENT METALLIC ZINC POWDER.

THE RELIABLE PREVENTATIVE
OF CORROSION IN BOILERS.
W. S. BAILEY, Sole Agents.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

4.5. POWAN, 2,883 tons, Captain W. A. Valentine.
4.5. FATSHAN, 2,880 tons, Captain R. D. Thomas.
4.5. KINSHAN, 1,995 tons, Captain J. J. Losius.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 9 p.m.
(Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday Excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.

4.5. HONAM, 2,883 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 p.m. Sunday Special Excursions
leaving Hongkong at 9.30 a.m. and a Second Departure about 7 p.m.
Departures from Macao to Hongkong on week days at 7.30 a.m. On Saturdays a
Second Departure about 7.30 p.m. On Sundays at 3 p.m. (See Special Express).

Canton-Macao Line.

4.5. LUNGSHAN, 219 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION
COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

4.5. SAINAM, 588 tons, Captain J. Wilcox.
4.5. NANNING, 588 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWINE
Agents, CHINA NAVIGATION CO., LTD

THEATRE ROYAL GRAND ORCHESTRAL CONCERT

WEDNESDAY, the 9th JANUARY, 1907, at 9 p.m.

BY THE BAND OF
S.M.S. "FÜERST BISMARCK".

PLAN now Open at ROBINSON PIANO CO., LTD.
Doors Open 8.30. Commencing 9 p.m.
Hongkong, January 2, 1907.

15

NOTICE.

I have this day OPENED my OFFICE
on the 1st Floor, No. 14, DES VŒUX
ROAD CENTRAL.

REGINALD HARDING,
Solicitor and Notary Public.

Hongkong, January 1, 1907.

NOTICE.

THE INTEREST and RESPONSIBILITY
of Mr. CHATER PAUL
CHATER in our Firm ceased on 31st
December, 1906.

VERNON & SMYTH.
Hongkong January 1, 1907.

NOTICE.

THE INTEREST and RESPONSIBILITY
of Mr. ROBERT HUNTER
BRUCE in our Firm ceased on 31st
December, 1906.

We have Admitted MR. WILLIAM
WILSON and Mr. RICHARD NIKO-
LANS OBIY. Partners in our Firm from
this date.

TAIT & CO.
Amoy, January 1, 1907.

NOTICE.

CANADIAN PACIFIC RAILWAY
COMPANY.

NOTICE.

IN conformity with telegraphic instruc-
tions received from the HEAD
OFFICE, the Undersigned ASSUMES
CHARGE of the Company's business at
China Posts from this date, in succession
to Mr. D. E. BROWN, transferred

D. W. GRADDOCK,
General Traffic Agent for China.

Hongkong, January 1, 1907.

NOTICE.

A GOLD LOCKET SIGNET RING
with Gem Stone. Finder will be
rewarded on returning to

M. P. B.
Care of "China Mail" Office.

Hongkong, December 31, 1906.

CLEARANCE SALE AT CHEAPEST PRICES.

SILVER WARE, IVORY, JAPANESE
TEA-SETS, LAQUERED WARES,
CHINESE PORCELAIN, AND
CHINESE SILK HANDKERCHIEFS,
etc., etc., etc.

KANG LEE & CO.,
No. 4, Queen's Road Central,
Opposite CONNAUGHT HOTEL.

Hongkong, December 17, 1906. 2410

15

NOTICE.

SEE LEE & CO.

DEALERS IN
LADIES' WRAPPERS, BLOUSES,
WHITE PTTICOATS & UNDERWEAR,
LACE AND EMBROIDERY,
AND ALL KINDS OF
CLOTH.

No. 68, Wellington Street.

Hongkong, December 27, 1906. 246

NOTICE.

CALCUTTA STRING BAND.

OPEN for PUBLIC ENGAGEMENT.

Terms Very Reasonable.

Apply at 38, ELGIN ROAD,
KOWLOON.

Hongkong, December 6, 1906. 2247

NOTICE.

CARLTON HOUSE HOTELS,
INC. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS APPLY TO

THE MANAGER.

804

NOTICE.

DR. T. YAMASAKI

Dental Surgeon

(JAPANESE DIPLOMA).

34, QUEEN'S ROAD CENTRAL

Opposite Post Office.

NOTICE.

DR. H. ISHIWARA

Dental Surgeon

(JAPANESE DIPLOMA).

444, SHAMEEN, CANTON.

Fees Very Moderate.

Latest American Methods.

NOT CHARGE FOR EXAMINATION.

Hongkong, December 1, 1906. 2210

NOTICE.

DR. CAMPBELL, MOORE & CO.,
LIMITED.

JUST RECEIVED

GILBERT'S SAFETY

RAZORS, MANDARIN

RAZORS

WITH EXTRA BLADES.

NEW PERFUMERY.

etc., etc., etc.

etc

"Irish" orders to San Francisco have first consideration, to the great detriment of products from the Western States.

SERIOUS RIOTING AT NANTES.

SAN FRANCISCO, Dec. 21.

Serious rioting has broken out at Nantes (France) owing to the evacuation of the Church property.

Thousands of the excited congregations of the Catholic church gathered yesterday morning, and led by priests they made an attack on the Government forces and commissioners. The troops were compelled to fall on the mob, and several were killed and injured. Excitement still runs high, and additional troops have been ordered to the scene.

EDUCATIONAL BILL WITHDRAWN.

SAN FRANCISCO, December 21.

Owing to the uncompromising attitude adopted by the House of Lords, who refused to reconsider their amendments, the Educational Bill has been withdrawn.

Contrary to expectations Parliament will not be dissolved at present.

TO TUNNEL MOUNT BLANC.

SAN FRANCISCO, December 21.

France, Italy and Switzerland have agreed on a plan to run a tunnel through Mount Blanc.

AWAKENING OF CHINA.

A Peking Exhibition.

A correspondent writing to the China Times on Dec. 1 from Peking says:—The new national exhibition hall which was opened last Monday in Peking has passed even the most sanguine expectations of its promoters. The building has been daily crowded with Chinese of all classes, but especially of the higher official class who have come to study the products and the potential producing capacity of their country, and with foreigners interested in noting the advance which China is making toward the manufacture of goods commonly known as "foreign." That many of the articles which heretofore have been classed as "foreign" and which have been the basis of much of the imports into China in the past, are now being made in this country and by native initiative, native capital and native labour, is one of the most obvious as well as one of the most interesting lessons which the exhibition has to teach. Machinery which up to the present has had to be imported from Europe or from the United States is now sent up from the native machine shops of Hu Pei for the inspection of cloth manufacturers of the capital. Rifles from the native arsenals, made with a technical skill and finish comparable with, if not yet equal to, the best products of the West, and a hundred and one other results of the recent economic awakening of the Empire, which needed only to be brought before the eyes of the foreigners as well as the Chinese to call forth the admiration of both, are receiving their just share of appreciative comment.

The Exhibition Hall is a magnificent building of foreign architecture, standing just outside of Chien Men, in the busiest quarter of the commercial city. It is built of light-coloured brick, and has a frontage of over a hundred feet, stretching back to a depth of sixty feet, and is three storeys high. It has been in the process of construction for over a year, under the supervision of the Board of Commerce, the promoters of the plan to establish in the capital a place where the industrial products of the people could be brought to the attention of a new market. A nominal charge of two cents is made for admission. The Hall is open to the public daily, 7 a.m. to 7 p.m., except on Mondays, when it is open during the same hours but only to women.

The third floor of the building is devoted to the display of goods for sale. Cloisonné, furs from Manchuria and Mongolia, furniture of Peking manufacture and native reprints of foreign books form the chief parts of these exhibits. The two other floors are devoted entirely to exhibition and not sale. Among the most interesting exhibits are a number of foreign-modelled cotton looms manufactured at the technical school in Hu Pei, arranged with partially woven articles still in the machinery, and a crude iron fire engine with hose attached. The process of silk manufacture is shown from the beginning to the time when the finished product is ready for the counter. Several cases are devoted to delicate scientific instruments, while others are given over to botanical and ornithological specimens illustrating the flora and fauna of the Empire. Shan Tung's famous ink cakes and the cotton and linen goods of the southern and central provinces are also in evidence, as well as a number of exquisite pieces of embroidery executed by Chinese women in northern Chih Li.

Dentistry.

DR. HARRY FONG,

AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
1907.

Dr M. H. CHAUN,

THE Latest Method of the AMERICAN SYSTEM of DENTISTRY.
57, DES VIEUX ROAD CENTRAL.
From the University of Pennsylvania,
U.S.A.

1888

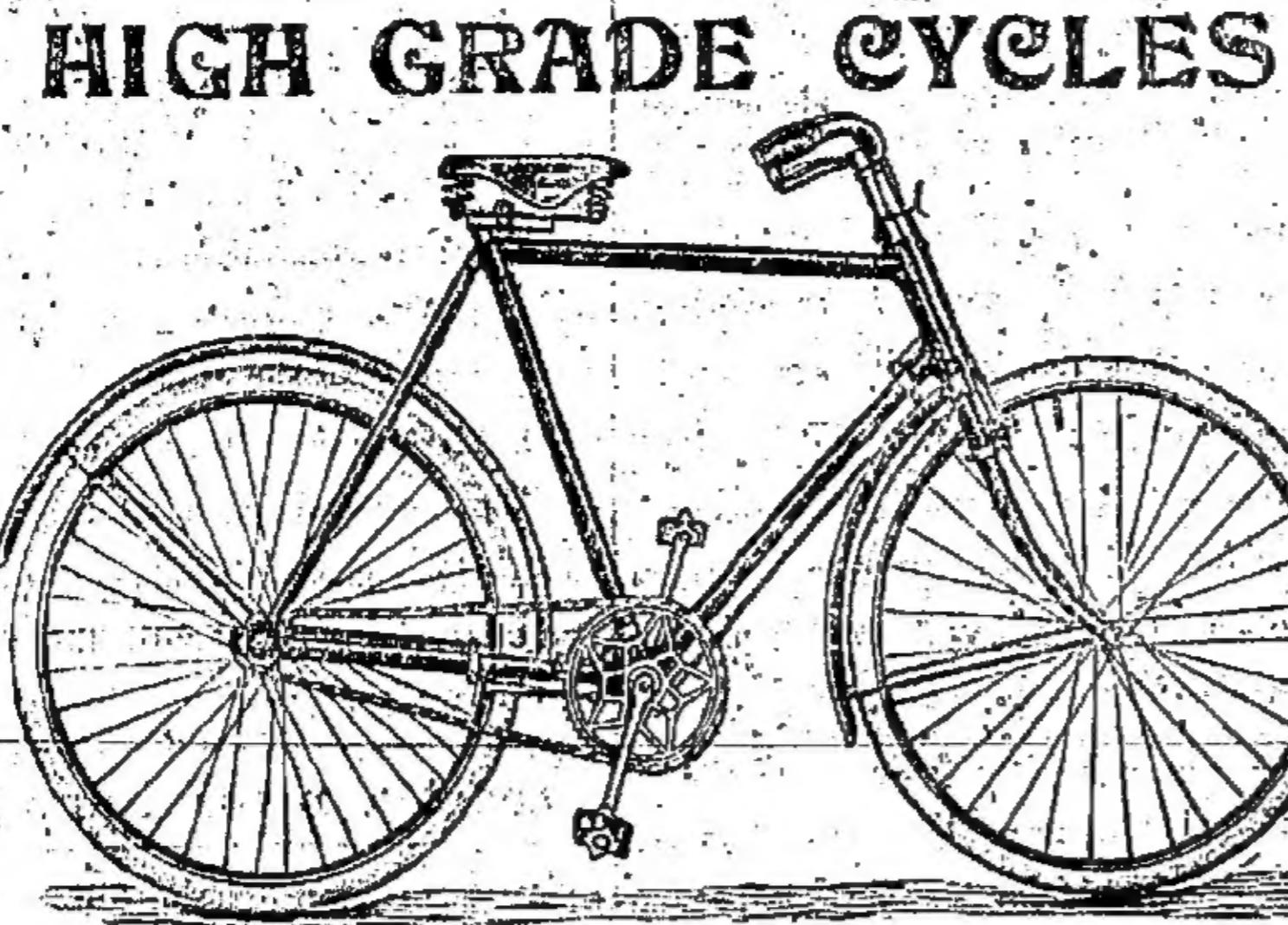
SIR N. T. ING,
Surgeon Dentist,
No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.



CHEAP SALE FOR 15 DAYS ONLY.

Please Call WILLIAMS, GIBSON, MCKIBRDY & CO.,
DRAGON CYCLE DEPOT, 11, D'AGUILAR STREET.

Hongkong, November 17, 1906.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on WEDNESDAY,

the 23rd January, 1907, commencing

3 P.M., on BOARD the Rambler,

the following:

H.M. Surveying Vessel

R.A.M. H.L.E.E.

Single Screw, Composite Hull, Copper

Sheathed.

DISPLACEMENT..... 335 Tons

INDICATED HORSE POWER..... 350 N.D.

EXTREME LENGTH..... 168ft. 6in.

EXTREME BREADTH..... 29ft. 6in.

BUILT..... 1890.

ENGINES..... 2 Compound and 2 Direct

Horizontal, by Elder.

PROPELLER..... On Griffith's Gun Metal.

BOILERS..... Three cylindrical Direct Tubes.

LOAD OF SAFETY VALVES..... 60 lbs.

DISTILLING..... Two Normandy's Single

CONDENSERS..... No. 10, distilling 2,688 gal.

JOHN of water per 24 hours.

HULL..... M.I.D.G.

late Twin-Screw Gun Vessel,

633 Tons, Composite Hull, Copper

Sheathed.

LENGTH..... 155 ft. 0in.

BREADTH..... 28 ft. 0in.

To be sold as they now lie in Hongkong

Harbour, with all fittings, etc., on Board.

A list of fittings, etc., to be sold with

H.M.S. Rambler may be seen at the Office

of the Naval Stores Officer, H.M. Naval

Yard.

The Admiralty will not be responsible

for any errors in description of Ship, Fit

tings, Store, etc.

The vessel will open to inspection

for seven days before date of sale, between

10 A.M. and Noon and 2 and 4 P.M. (Satur

day and Sunday excepted).

Inspection Orders can be obtained from

the Auctioneers.

TERMS:—Cash before delivery. 25 per

cent of the purchase money to be paid on

the fall of the hammer; balance and the

clearance to be effected within seven days

after date of sale.

HUGHES & HOUGH,

Auctioneers to the Government,

Hongkong, December 28, 1906.

2475

THE REVENUE OF CHINA.

A SERIES OF ARTICLES,

Reprinted from The China Mail,

WITH AN APPENDIX

To be had at the OFFICE OF THIS PAPER,

5, WYNDHAM STREET.

Price 50 Cents.

A RAMBLE THROUGH SOUTHERN FORMOSA:

By G. TAYLOR, L. M. GUNNISON

With Woodcuts.

(Reprinted from the China Review.

One of the Best Sketches of Formosa Ever Written.

Price 50 Cents.

CHINA MAIL OFFICE, 5 WYNDHAM STREET, HONGKONG.

USE ONLY & USE ALWAYS

ATKINSONS MOST REFRESHING.

A LUXURIOUS PERFUME IN HEALTH.

A NECESSARY RESTORATIVE IN SICKNESS.

EAU DE COLOGNE

TAKE HOLLOWAY'S PILLS
For Indigestion, Heartburn,
Biliousness, Jaundice,
and all Complaints of the
Liver and Kidneys.

THEY ARE INVALUABLE

FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

Hotels.

WEEKLY NEWS FOR HOME.

KING EDWARD HOTEL.

Published to subserve the Departure

of each English and French

Mail Steamer to Europe.

FULL REPORTS

AND THE LATEST INTELLIGENCE

(Commercial, Shipping, etc.)

\$17 per Annum (including Postage).

CHINA MAIL OFFICE,

5 WYNDHAM STREET, HONGKONG.

TELEGRAPHIC ADDRESS: VICTORIA, HONGKONG.

For terms, &c., apply to the MANAGER.

122

VICTORIA HOTEL,

SHAMSEEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL

MACAO, CHINA.

In the Centre of Praia Grand.

BOTH Hotels under Experienced

European Management.

Every Comfort and Convenience for Residents and Tourists.

W. FARMER, Proprietor.

463

THE BEST BILLIARD TABLES

IN THE COLONY ARE AT

THE KOWLOON HOTEL,

CABLE ADDRESS: CHEP

KOWLOON.

A High-class Tourist's Hotel under Ameri

can Management, first-class O

utiful Garden.

Moderate Charges.

J. W. OSBORNE,

Proprietor and Manager.

122

MAIL.

His Britannic Majesty's Ships on the China Station.

Name	Class	Tons	Guns	I.H.P.	Captain	Last reported at
Alacrity*	deep-charge-vessel	1700	12	3000	Comdr. E. La T. Leatham	Singapore
Astrea	cruiser, 2nd class	4320	10	9000	Captain S. L. Vandhu Lee	Singapore
Bramble	river gunboat	710	2	600	Lieut.-Comdr. Davidson	Yangtze
Briton	river gunboat	710	2	600	Lieut.-Comdr. Bumber	Hankow
Cadmus	shoal	670</td				

THURSDAY, JANUARY 3, 1907.

THE CHINA MAIL.

"suffragettes," eleven women being arrested.

(From the *Times Herald*.)
RUSSO-JAPANESE NEGOTIATIONS.
St. Petersburg, Dec. 18.

The Russo-Japanese negotiations are again making favourable progress. Japan has made some concessions concerning the questions relating to the river Amur, but is insisting on her fishing claims.

LONDON, Dec. 19.
Message from St. Petersburg report that the "Navy Ministry" is urging the submission of the Russo-Japanese fishery question to arbitration. It argues that if Japan should refuse to agree to this course she would place herself in a disadvantageous position.

JAPAN AND AMERICA.

WASHINGTON, Dec. 18.

Today (Dec. 18) President Roosevelt submitted to Congress the report made by Mr. Metcalf, Secretary of Commerce and Labour, concerning the anti-Japanese movement at San Francisco, together with a message to the following effect: "It is a fact which is generally known at San Francisco that only comparatively few Japanese school children are qualified to attend the public schools. To establish a special school for them with all the necessary arrangements for efficiency would be a very difficult matter. The difficulty of the mixing of youths and children which is expressed at San Francisco is worthy of consideration, and I see no objection to the proposal to segregate some of the Japanese on the ground of their age. The Federal Government has asked the Courts to solve the constitutional questions which are in dispute. The anxiety which I have felt in the matter has been not as much as to the actual segregation of the Japanese children as in regard to the attitude of the people towards the Japanese. I, however, firmly believe that public feeling in California is now more generally realising the necessity of enforcing the laws as to the protection of the lives and property of the Japanese. On behalf of the Mayor of San Francisco, the Chief of Police of that City assured Mr. Metcalf that the Japanese would be protected. Strong guarantees have also been given for the protection of Japanese property throughout the State of California in accordance with the provisions of the Treaty between Japan and America, full police and military measures being taken to ensure the safety of the Japanese." After thus drawing special attention to Mr. Metcalf's report, the President proceeded to state his own views as follows: "It is clear as possible that the Federal Government must protect the Japanese in case the San Francisco police prove not to be strong enough for that purpose. In view of the national duty of maintaining the Treaty and fulfilling its promises, and having regard to the strong friendship between Japan and America during the past fifty years, it must be realised how necessary it is that the Japanese shall be properly protected. This is the supreme motive for showing all due respect toward that nationality."

Mr. Metcalf's report contains details concerning the segregation of the Japanese school children, the boycott of the Japanese restaurants, and the steps taken by the San Francisco education authorities in regard to the Japanese. According to the report there are ninety-three Japanese school children at San Francisco. Sixty-eight of them are from America. Their ages range between seven and twenty. The Oriental School established after the earthquake is too far away for the Japanese children to attend it. If, therefore, they are not allowed to attend the other public schools, they have no alternative but to go to private establishments. All the school teachers and the people generally at San Francisco are opposed to the attendance of Japanese youths at elementary schools, just in the same way as they would object to the presence of American youths in these schools. Mr. Metcalf goes on to say that some educationists of the highest standing in the State take exception to the welcome accorded to the Japanese at Stanford University and declare that it is only San Francisco that has its eyes open on the Japanese schoolchildren question. The boycott of the Japanese rest areas lasted for three weeks. Stones were thrown at the buildings, their windows were broken, and American customers failed to make proper payment for their food. The police endeavoured to protect the Japanese, but about twenty of them were assaulted by Americans. Dr. Onori and Dr. Nakamura, who went to San Francisco after the earthquake, were stoned. The authorities concerned apologised to them for this imperfect discharge of their duty to protect them, and the public was indignant at the assault. For several months the City had been insufficiently policed and the people were in a state of panic. The attack on the Japanese stirred racial feeling.

AMATEUR CABINET-MAKING.

London, December 24.

The customary lack of interesting news at Christmas time has stimulated London journalists to indulge in Cabinet-making. Reconstruction of the Ministry is taken for granted. Apart from the curiosity as to whether the Moderate or Advanced section of the Cabinet is to be re-inforced, the interest centres in the appointment of a successor to Mr. James Bryce, in the Chief Secretary of Ireland, especially in view of the probability that next session will be devoted to matters relating to Ireland.

The names of Mr. Augustine Birrell, Mr. Winston Churchill, Mr. John Burns, Mr. Thomas Shaw, Capt. Sinclair, Mr. Stackmore, Sir Algernon West, and Sir A. McDonnell are mentioned as those of likely successors to Mr. Bryce.

VICEROY'S OUT.

Calcutta, December 26.

The following is the result of the Viceroy's Cup run to-day:

Fitzgerald ... 1
Mallard ... 2
Master ... 3

Betting:—3 to 1 against Fitzgerald, 6 to 1 against Mallard, 15 to 1 against Master.

Won by 23 lengths.

Time 2 min. 33 sec. (1) which is a record.

The time quoted above must surely be wrong, remarks the *Stralsund Times*. The distance for the Viceroy's Cup is a mile and a quarter and that for the English Corporation Cup one mile and a half. This event was won by Pretty Polly last year in 3 min. 33 4/5 sec. A message received previous to the result gives the betting as: 2 to 1 against Saloon, 3 to 1 against Mallard and Fitzgerald, 7 to 2 against Steinberger, 10 to 1 against Sacristan and Master.

A FOLLOWER OF INFLUENZA.

MANY persons find themselves affected with a persistent cough after an attack of influenza. As this cough can be promptly cured by the use of Chamberlain's Cough Remedy it should not be allowed to run on until it becomes troublesome. For use by all chemists and druggists.

TWO NEW RIVER STEAMERS.

To Run to Macao.

As announced by our Shanghai Correspondent some weeks ago the Hongkong, Canton and Macao Steamboat Company has obtained two new steamers which are to be placed on the Macao run. The new boats are the "Sui An" and the "Sui Tai" both of which were formerly engaged in the Yangtze trade and are very suitable for the Steamboat Company's purposes.

These steamers are now in the harbour and are to be placed on the Macao run as soon as they have been passed by the Government Surveyor. It is expected they will be able to take up the running some time next week. The "Hougang," which was formerly on the Macao run, will then be transferred to the Canton run and a greatly improved service will be given. On the Canton run there will be four boats, two day and two night boats, and the two new steamers will be devoted to the Macao service, one leaving Hongkong and the other leaving Macao every morning.

The Macao line will thus have a more regular service than it had even before the typhoon of September, and the Company will be able to maintain the utmost regularity on both lines and provide ample accommodation for their passengers, both European and Chinese.

KWANGSI NOTES.

(From Our Correspondent.)

NANMING, December 21.
The weather during the latter part of December has been quite warm, the thermometer in the house registering nearly 80. There has been a long drought and something like a famine threatens, we are afraid, as rice is becoming dearer and the price of vegetables remains about the same.

It is spite of very low water two or three steam launches can still accomplish the journey to Wuchow. If the channels in some of the rapids were widened and rocks here and there blasted away vessels of much greater draught would be able to reach Nanning and would soon open up a greatly increased trade that would amply compensate for the expense incurred.

It is now stated that it has been definitely decided to open Nanning as a treaty port early next year and a "Pai" in not being built at Wuchow, which, when completed, would be towed here for the use of the customs.

Following up the memorial of the late Vice-roy Shun Keng-wei students in Japan have sent a petition to Peking urging the ability of transferring the Provincial capital from Kuan to Nanning.

We are hoping for an energetic officer to look after the city and reduce the present chaos in our narrow streets to something like order, for at present most of the space in the busiest thoroughfare is occupied by market stalls, baskets, etc.

NOTES FROM CANTON.

(From Our Correspondent.)

CHRISTMAS AND NEW YEAR FESTIVITIES.

Wednesday, January 2.

In spite of the somewhat inclement and unpropitious weather experienced at Yule-tide, Christmas Day, the day of days for Britons at home and abroad, to something like order, for at present most of the space in the busiest thoroughfare is occupied by market stalls, baskets, etc.

NOTES FROM CANTON.

(From Our Correspondent.)

Wednesday, January 2.
In spite of the somewhat inclement and unpropitious weather experienced at Yule-tide, Christmas Day, the day of days for Britons at home and abroad, to something like order, for at present most of the space in the busiest thoroughfare is occupied by market stalls, baskets, etc.

NOTES FROM CANTON.

(From Our Correspondent.)

Wednesday, January 2.

The custom of Yule-tide has been stimulated London journalists to indulge in Cabinet-making. Reconstruction of the Ministry is taken for granted. Apart from the curiosity as to whether the Moderate or Advanced section of the Cabinet is to be re-inforced, the interest centres in the appointment of a successor to Mr. James Bryce, in the Chief Secretary of Ireland, especially in view of the probability that next session will be devoted to matters relating to Ireland.

The names of Mr. Augustine Birrell, Mr. Winston Churchill, Mr. John Burns, Mr. Thomas Shaw, Capt. Sinclair, Mr. Stackmore, Sir Algernon West, and Sir A. McDonnell are mentioned as those of likely successors to Mr. Bryce.

VICEROY'S OUT.

Calcutta, December 26.

The following is the result of the Viceroy's Cup run to-day:

Fitzgerald ... 1
Mallard ... 2
Master ... 3

Betting:—3 to 1 against Fitzgerald, 6 to 1 against Mallard, 15 to 1 against Master.

Won by 23 lengths.

Time 2 min. 33 sec. (1) which is a record.

The time quoted above must surely be wrong, remarks the *Stralsund Times*. The distance for the Viceroy's Cup is a mile and a quarter and that for the English Corporation Cup one mile and a half. This event was won by Pretty Polly last year in 3 min. 33 4/5 sec. A message received previous to the result gives the betting as: 2 to 1 against Saloon, 3 to 1 against Mallard and Fitzgerald, 7 to 2 against Steinberger, 10 to 1 against Sacristan and Master.

A FOLLOWER OF INFLUENZA.

MANY persons find themselves affected with a persistent cough after an attack of influenza. As this cough can be promptly cured by the use of Chamberlain's Cough Remedy it should not be allowed to run on until it becomes troublesome. For use by all chemists and druggists.

THE "SAINAM" PIRACY.

To Run to Macao.

The following letter, in which are embodied the views of the Committee of the China Association on the subject of the owners' claim for consequential damages, is published in the report of the local branch of the Association.

To Mr. Joseph Walsh, Esq., Honorary Secretary, China Association, 159, Cannon Street, London, E.C.

DEAR SIR.—The following telegraphic message was despatched to you on the 16th instant:

"With reference to British Government's refusal support owners' claim for consequential losses 'Sainam' piracy may Foreign Office not to commit themselves to this attitude with the Chinese Government pending further representation from here by mail."

The decision of His Majesty's Government not to recognise the claim in question was conveyed to the owners of the "Sainam" through H. B. M. Consul General at Canton in a letter from him dated November 6th. No reasons were given for this decision. There was no hint that exception had been taken to the amount of the claim, or suggestion to indicate that a smaller one would have received greater consideration.

The letter contained, directly, a brief intimation that the claim could not be supported. But from a rider stating that for any out-of-pocket expenses actually incurred a claim would be considered reasonable the inference may be drawn that any other kind of claim is regarded as unreasonable.

The owners have appealed to us for assistance in rebutting this new view of an old problem. If it is about to be adopted by His Majesty's Government there will be very general rejoicing among the rulers of all semi-civilised and turbulent peoples and very serious doubts entertained as to the wisdom of it among those who have interests at stake among them.

Hitherto the infliction of fines and penalties upon delinquent rulers of such peoples, as consequences of piracy done by disorders in which the subjects of civilised nations have suffered, has been regarded as a legitimate weapon to use in the fight for the establishment of law and order in the world—the fight between civilization and barbarism—the fight in which England is supposed to be taking a leading part.

If there are to be no more indemnities there will be many more disorders and especially will this be the result in South China. In this opinion the members of my Committee are unanimous and at a meeting held to discuss the matter it was decided to represent the case to you again.

In the original instance your support was invited because it appeared to be a matter of importance that the Provincial Officials, who, we presumed, would in the last resort be called upon to meet the claim, might thus be made to realise an inconvenience to themselves in tolerating a continuance of the existing state of lawlessness under which outrages similar to that perpetrated upon the "Sainam" are liable to occur.

Our opinion was and is that only through the agency of pecuniary punishment can the offenders be made to feel any unpleasant consequences of that parasitic lawlessness which is at the root of the evil.

They will employ the needful men and provide the necessary funds only when the conviction has been brought home to them that, in the long run, this is a more economical system of dealing with piracy than the present mere immediately lucrative method of pocketing the money required to put it down.

This view of the matter, as was said, mainly influenced us at first in taking up the owners' case and thereby inspiring us now to pursue it. Here we must protect ourselves against being misrepresented to mean that we were indifferent to the nature and extent of the claim. We were not. We apprehended that it might seem to some excessive. We said so. But we pointed out the necessity of bearing in mind the fact that for the best part of ten years the steamer companies have been driven by the difficulties of the situation to carry on a losing fight for a footing in the slowly developing West River trade. The capital actually expended in pioneering this trade amounts to a million dollars or more. No return upon this sum has been received during the pioneering period but the prospects were gradually improving; people were beginning to appreciate the advantages offered by the service and profits were well within sight when the enterprise was suddenly blasted by this curse of unrestrained piracy, or highway robbery, or whatever you like to call it. In so far as there was formerly a belief in the efficacy of the protection afforded by the British flag the companies are now worse off than ever—their chief advantage, over native competitors having been largely swept away. The theory of the claim is that prospects anterior to the "Sainam" outrage have been thrown back so badly that it will take three years to repair the loss and the amount of the latter was estimated by taking the total capital sunk and working out the interest at 8 per cent for the first year, 6 per cent for the second, and 3 per cent for the third. These rates of interest may have seemed rather high to minds accustomed to the lower ones ruling in Europe but it should be pointed out that 8 per cent is the rate ruling in this Colony, as evidenced by the fact that judgment date carry it.

In our view the amount of actual out-of-pocket expenses is no measure of the harm done to the owners and we submit that the cost back to their trade is as much a proper subject of compensation as money expended in repairing material damage.

On the whole therefore we incline to the opinion that, admitting the plea of consequential losses, a fairly good case could be made out for the amount of the claim put forward.

The Foreign Office has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government has agreed to take the case.

The Chinese Government

Shipping.

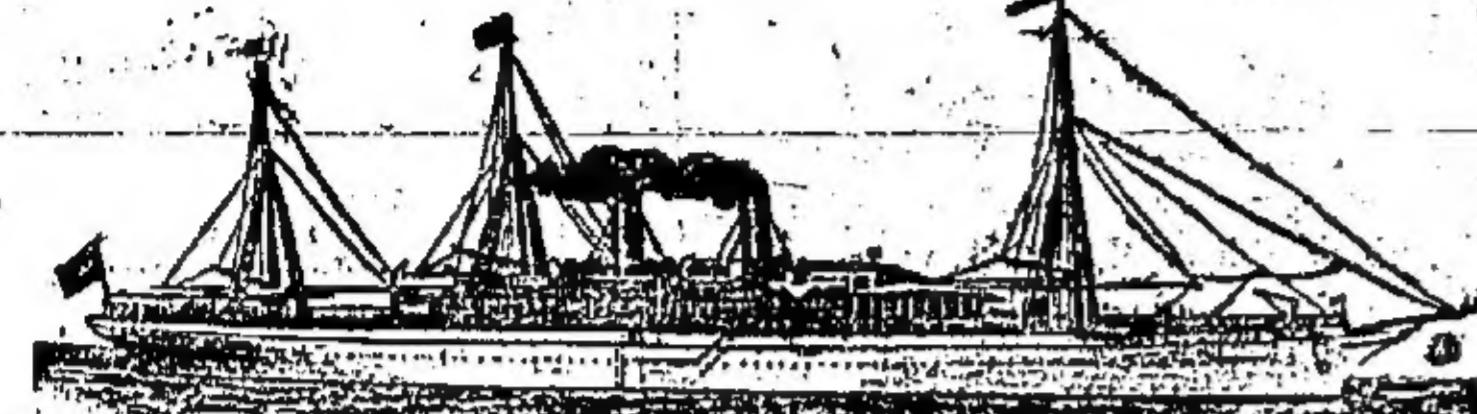
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS or about the DATES named:

STEAMERS	TO SAIL ON	STEAMERS	TO SAIL ON	STEAMERS	TO SAIL ON
LONDON AND ANTWERP, <i>NUHEIA</i> (Capt. F. J. FOX)	About 16th) Freight and Passage.	VIA MARSEILLES	January 1.	VIA MARSEILLES	January 1.
SHANGHAI & JAPAN, <i>JAVA</i> (Capt. S. H. MARSHALL)	About 6th) Freight and Passage.	SHANGHAI	January 1.	SHANGHAI	January 1.
LONDON, <i>ARCADIA</i> (Capt. A. L. VALENTINE)	About 11th) Freight and Passage.	LONDON, <i>SIMILA</i> (Capt. O. D. GOLDMITH)	Neer. 12th) Freight and Passage.	LONDON, <i>ARCADIA</i> (Capt. A. L. VALENTINE)	January 1.
P. & O. S. N. Co.'s Office	E. A. HEWETT, Superintendent				

P. & O. S. N. Co.'s Office, 28

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE



LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the PACIFIC is the EMPRESS LINE, SAVING 6 to 10 DAYS OVER TRAVEL.

11 DAYS YOKOHAMA to VICTORIA.

16 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to alteration).

LEAVE HONGKONG	ARRIVE VANCOUVER	STEAMERS
TARTAR	Wednesday, Jan. 8.	Feb. 2.
EMPEROR OF CHINA	Wednesday, Jan. 17.	Feb. 4.
MONTAGUE	Wednesday, Jan. 23.	Feb. 16.
EMPEROR OF INDIA	Wednesday, Feb. 14.	March 4.
ATHENIAN	Wednesday, Feb. 20.	March 16.
EMPEROR OF JAPAN	Wednesday, Mar. 14.	April 1.
* EMPRESS Steamers will depart from Hongkong at 4 P.M.		
Intermediate Steamers at 12 Noon.		

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VICTORIA with a Special Mail Empress and at Quebec with the Company's new palatial EMPRESS Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Hongkong to London, 1st Class, \$1,200, via St. Lawrence \$200, via New York \$250, Intermediate on Steamers, 1st Class, \$240, 2nd Class, \$200.

R. M.S. MONTAGUE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers on intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK,
General Traffic Agent for China,
CORNER PEDDES STREET AND PLAYA, Opposite Blake Pier.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT	HITACHI MARU, Capt. W. Townsend, Tons 7000	Wednesday, 9th Jan., 1907.
VICTORIA, B.C., AND SEATTLE, WASH., Via SHANGHAI, MOJI, KOBE & YOKOHAMA.	AKI MARU, Capt. M. Yagi, Tons 6000	TUESDAY, 8th Jan., at 4 p.m.
SYDNEY AND VICTORIA, B.C., AND SEATTLE, WASH., Via SHANGHAI, MOJI, KOBE & YOKOHAMA.	YU MARU, Capt. W. Thompson, Tons 6200	TUESDAY, 8th Jan., at 4 p.m.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	CEYLON MARU, Capt. Pyne, Tons 5000	WEDNESDAY, 10th Jan., at 4 p.m.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

103

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

25,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG-KONG And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

DAKOTA, Captain E. J. MCNAUL	On MONDAY, 7th JANUARY, 1907.
MINNESOTA, Captain C. F. AUSTIN	On TUESDAY, 19th FEBRUARY, 1907.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suits and Staterooms (all en suite), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail direct between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight of passage apply to

NIPPON YUSEN KAISHA, Agents.

104

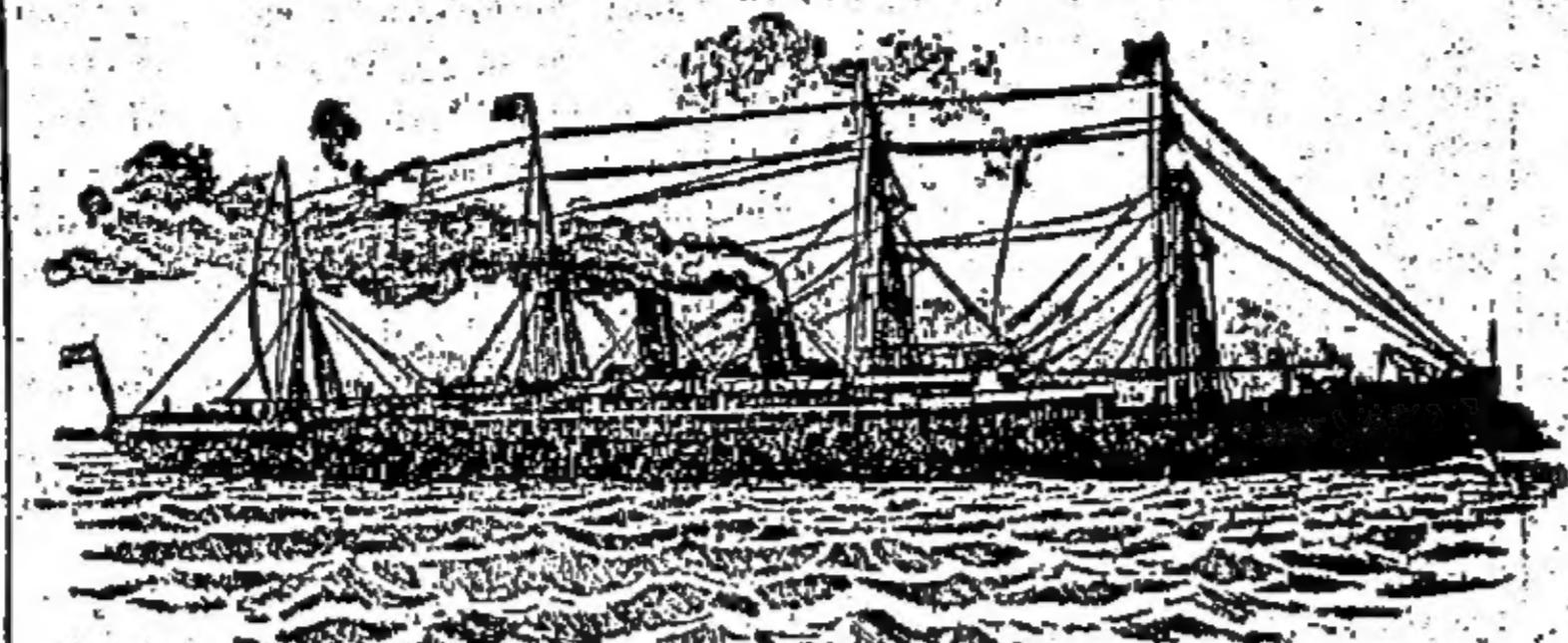
Shipping.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA

U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE:



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES.
AMERICA MARU, 11,000 Gross Tons	TUESDAY, 5th Jan., at Noon, 1907.
SERBIA, 18,000	TUESDAY, 12th Jan., at Noon.
CHINA, 10,200	TUESDAY, 22nd Jan., at Noon.
MONGOLIA, 27,000	TUESDAY, 29th Jan., at Noon.
NIPPON MARU, 18,000	TUESDAY, 5th Feb., at Noon.
DORIC, 0,650	FRIDAY, 8th Feb., at Noon.
OPICIO, 0,900	SATURDAY, 9th Feb., at Noon.
HONGKONG MARU, 11,000	TUESDAY, 12th Feb., at Noon.
KOREA, 16,000	FRIDAY, 15th Feb., at Noon.
* Twin Screw.	

RECORD FAST TRIPS.

Yokohama to San Francisco, 16,000 tons, September 16-27th 1906, 10 days, 11 hours and 6 minutes.

San Francisco to Honolulu, 16,000 tons, August 16th-20th, 1906, 4 days, 19 hours.

San Francisco to Yokohama, 16,000 tons, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, 16,000 tons, Oct. 13th to 23rd, 1906, 10 days, 10 hours and 29 minutes.

Yokohama to San Francisco, 16,000 tons, September 16-27th 1906, 10 days, 11 hours and 6 minutes.

San Francisco to Honolulu, 16,000 tons, August 16th-20th, 1906, 4 days, 19 hours.

San Francisco to Yokohama, 16,000 tons, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, 16,000 tons, Oct. 13th to 23rd, 1906, 10 days, 10 hours and 29 minutes.

Yokohama to San Francisco, 16,000 tons, September 16-27th 1906, 10 days, 11 hours and 6 minutes.

San Francisco to Honolulu, 16,000 tons, August 16th-20th, 1906, 4 days, 19 hours.

San Francisco to Yokohama, 16,000 tons, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, 16,000 tons, Oct. 13th to 23rd, 1906, 10 days, 10 hours and 29 minutes.

Yokohama to San Francisco, 16,000 tons, September 16-27th 1906, 10 days, 11 hours and 6 minutes.

San Francisco to Honolulu, 16,000 tons, August 16th-20th, 1906, 4 days, 19 hours.

San Francisco to Yokohama, 16,000 tons, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, 16,000 tons, Oct. 13th to 23rd, 1906, 10 days, 10 hours and 29 minutes.

Yokohama to San Francisco, 16,000 tons, September 16-27th 1906, 10 days, 11 hours and 6 minutes.

San Francisco to Honolulu, 16,000 tons, August 16th-20th, 1906, 4 days, 19 hours.

San Francisco to Yokohama, 16,000 tons, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, 16,000 tons, Oct. 13th to 23rd, 1906, 10 days, 10 hours and 29 minutes.

Yokohama to San Francisco, 16,000 tons, September 16-27th 1906, 10 days, 11 hours and 6 minutes.

San Francisco to Honolulu, 16,000 tons, August 16th-20th, 1906, 4 days, 19 hours.

San Francisco to Yokohama, 16,000 tons, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, 16,000 tons, Oct. 13th to 23rd, 1906, 10 days, 10 hours and 29 minutes.

Yokohama to San Francisco, 16,000 tons, September 16-27th 1906, 10 days, 11 hours and 6 minutes.

San Francisco to Honolulu, 16,000 tons, August 16th-20th, 1906, 4 days, 19 hours.

San Francisco to Yokohama, 16,000 tons, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, 16,000 tons, Oct. 13th to 23rd, 1906, 10 days, 10 hours and 29 minutes.

Yokohama to San Francisco, 16,000 tons, September 16-27th 1906, 10 days, 11 hours and 6 minutes.

San Francisco to Honolulu, 16,000 tons, August 16th-20th, 1906, 4 days, 19 hours.

San Francisco to Yokohama, 16,000 tons, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, 16,000 tons, Oct. 13th to 23rd, 1906, 10 days, 10 hours and 29 minutes.

Yokohama to San Francisco, 16,000 tons, September 16-27th 1906, 10 days, 11 hours and 6 minutes.

San Francisco to Honolulu, 16,000 tons, August 16th-20th, 1906, 4 days, 19 hours.

San Francisco to Yokohama, 16,000 tons, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, 16,000 tons, Oct. 13th to 23rd, 1906, 10 days, 10 hours and 29 minutes.

Yokohama to San Francisco, 16,000 tons, September 16-27th 1906, 10 days, 11 hours and 6 minutes.

San Francisco to Honolulu, 16,000 tons, August 16th-20th, 1906, 4 days, 19 hours.

San Francisco to Yokohama, 16,000 tons, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, 16,000 tons, Oct. 13th to 23rd, 1906, 10 days, 10 hours and 29 minutes.

Yokohama to San Francisco, 16,000 tons, September 16-27th 1906, 10 days, 11 hours and 6 minutes.

San Francisco to Honolulu, 16,000 tons, August 16th-20th, 1906, 4 days, 19 hours.

San Francisco to Yokohama, 16,000 tons, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1906, 13 days, 13 hours.

Yokohama to San Francisco, 16,000 tons, Oct. 13th to 23rd, 1906, 10 days, 10 hours and 29 minutes.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi) London	Due at Plymouth London
SIMLA.....6000	Jan. 12, 1907	CHINA.....6000	Saturday, 1907	Saturday, 1907
ARCADIA.....7000	Jan. 20	INDIA.....8000	Feb. 9	Feb. 18
DELTA.....8000	Feb. 9	MONGOLIA.....10000	Feb. 23	Mar. 2
DEVANHA.....8000	Feb. 23	BRITANNIA.....7000	Mar. 9	Mar. 18
DELHI.....8000	Mar. 9	MAMORA.....10500	Mar. 23	Mar. 30
Macedonia 10500	Mar. 23	Through to Marseilles and Lon- don via Bombay.	Apr. 6	Apr. 13
MALTA.....6000	Apr. 6	MOLDAVIA.....10000	May 4	May 11
ARCADIA.....7000	Apr. 21	HIMALAYA.....7000	May 18	May 26
DELTA.....8000	May 4	VICTORIA.....7000	June 1	June 8
DEVANHA.....8000	May 18	INDIA.....8000	June 16	June 22

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said; accommodation in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSIT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave HONGKONG	Due at LONDON
TONNAGE	about	about
* NUBIA.....6000	Jan. 16	Mar. 4
* BOENZO.....6000	Jan. 30	Mar. 18
+ JAVA.....4500	Feb. 13	April 1
+ NYANZA.....7000	Feb. 27	April 15
+ MANILA.....4500	Mar. 27	May 13
* NILE.....7000	April 10	May 27
+ JAPAN.....4500	April 24	June 10

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carrica 1st and 2nd Saloon Passengers. + Carries only First Saloon Passengers.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

2221

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers *Hannover*, *Hamburg* and *Hohenstaufen*. These steamers offer to the public the highest comfort yet attained in ocean travelling. They are specially built for the tropics with very large well ventilated cabin, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at Naples & Plymouth. In addition to the above steamers, the a.s. *Stena* and *Scandia* carry first-class passengers. Return Tickets issued at reduced rates, through tickets issued to New York, via Naples, Southampton and Hamburg.

NEXT SAILINGS FROM HONGKONG.

Outward.

for Shanghai, Kobe & Yokohama;	Homeward.
SILESIA.....8th Jan.	
BOHENSTAUFEN.....11th Jan.	
AMBRIA.....15th Jan.	
SPEZIA.....29th Jan.	
SILESIA.....8th Feb.	
BAMBIA.....10th Feb.	
SAXONIA.....22nd Feb.	

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Total.	Captains.	To So.
* LYRA.....4417	January 9, 1907.	G. V. Williams	
SHAWMUT.....9304	January 25, 1907.	E. V. Roberts	
* HYADES.....3763	January 30, 1907.	J. Alwen	

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw a.s. *Shawmut* and *Hyades* are fitted with very superior accommodations for First and Second Class Passengers. The large size of these steamers ensures cleanliness and a comfortable's fan in each room. Barber's shop and steam laundry.

* Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS.

GENERAL AGENTS.

173

Shipping.

PASSENGER SEASON
1907.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

THROUGH STEAMER

FOR
MARSEILLES & LONDON,
VIA COLOMBO AND BOMBAY.

THE S.S. 'MACEDONIA.'

10500 TONS, CAPT. C. D. BENNETT, R.N.R.

Will be despatched at NOON on SATURDAY, the 23rd MARCH, and is due in Marseilles on the 20th April and London on the 27th April.

In addition to giving Passengers an opportunity of spending about 24 hours in BOMBAY this vessel will make a fast run to MARSEILLES and LONDON. The voyage from Hongkong to Marseilles should be completed in 28 days and to London in 35 days.

FARES TO MARSEILLES: £61 First and £42

Second Saloon, and to London £65 First and £44 Second Saloon.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, October 4, 1906.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, December 27th, 1906.

At 100 cents per Dollar Mexican.

Butcher Meat.

Meat.

Fruit.

Fruit

SPORTING.

Hockey.

CLUB 4. H.M.S. XINT.
The following will represent the Club, playing in Peking to-morrow afternoon, or the Club round at 4.45 p.m.:—Goal, Lt. Flörde; R. N., Backs, L. Murphy (Capt.) and J. F. McGillicuddy; Halves, T. O. Gray, A. B. Ogle, E. E. and C. P. Chatel; Forwards, P. P. J. Wodehouse, H. G. C. Baily, R. F. C. Master, L. G. Bird and J. Esterhazy, R.E.

The Hockey-playing portion of the Shanghai Sports Club are straining every nerve to make themselves as fit as possible for the great hockey match of the season against Hongkong which takes place in Hongkong on Saturday the 12th instant. This match has always been the event of the hockey season, and much keen, though friendly, rivalry always exists between the two teams. We in Shanghai (says our Canton Correspondent) are looking forward to the match and hope most ardently that we may prove the victors, "a fair field and no favour" we say, "and may the best team win."

Motor Boat Racing.

The first Club race for motor boats registered at the Corinthian Yacht Club will take place on January 6 at 3 p.m. The course is from the Club House to Lyewood Basin (starboard) and back.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals—

Tea Shops' Guild (already Ed. 45.50)
total \$51.50
Fresh Fish Guild 30
Tobacco Dealer's Guild 30
Fairall and Co. 25
Robinson Piano Co. 10
Moutin and Co. 10
H. T. Richardson 5
W. Barker 5

CHURCH TREASURE.

According to the Manila *Cabecera* Rev. Father Miguel Ruben of the Agustine Convent arrived in Manila on December 24 by the "Asilo" bringing in his custody church jewels to the value of P51,000 which were secretly shipped out of the islands in 1897 when the long simmering insurrection of the Filipinos against Spanish domination bubbled over and threatened to inundate church and state. The jewels were conveyed without molestation by the insurgents to Hongkong and were kept here in secret vaults.

WEATHER REPORT.

The following notice is issued by Mr. Fung of the Hongkong Observatory. Father Miguel Ruben of the Agustine Convent arrived in Manila on December 24 by the "Asilo" bringing in his custody church jewels to the value of P51,000 which were secretly shipped out of the islands in 1897 when the long simmering insurrection of the Filipinos against Spanish domination bubbled over and threatened to inundate church and state. The jewels were conveyed without molestation by the insurgents to Hongkong and were kept here in secret vaults.

FORECAST DISTRICT.

1.—Hongkong and neighbourhood: N. winds, moderate; fine.
2.—Formosa Channel: N.E. winds, fresh.
3.—South coast of China: N.E. winds, fresh.
4.—Kwang and Lamcoo: Same as No. 1.
4.—South coast of China between Hongkong and Hainan: N. winds, fresh.

AN ATTACK OF GROUP WARDING OFF.

OUR little girl, two and one-half years old, woke up coughing with the crop one evening recently. We had turned to have some of Chamberlain's Cough Remedy on hand and gave her two doses of it. She went back to sleep and woke up next morning without a trace of cold. It is certainly a great medicine," says A. J. Ingulby, editor of "Star," Villa Rica, Georgia, U.S.A.

An attack of group can always be ward off by giving this remedy as soon as the crop begins to appear. It has been use for many years and has never been known to fail. It contains no narcotics and may be given to the smallest child with perfect confidence. For sale by all chemists and druggists.

EXCHANGE.

HONGKONG, January 3, 1907.

On London—
Bank Wires \$5/4
On Demand 5/4
30 days' sight 5/4
4 months' sight 5/4
Credits, 4 months' sight 5/4
On Paris—
On Demand 287
Credits, 4 months' sight 284
On Berlin—
On Demand 283
On New York—
On Demand 551
60 days' sight 552
On Bombay—
Wires 182
On Demand 182
On Calcutta—
Wires 182
On Demand 182
On Hongkong—
Wires 111
Gold Leaf, 100 fine (per tael) \$46.10
Sovereign (Bank's buying rate) 8.75
Silver (per oz.) 3.21

To-day's Advertisements

INTERNATIONAL BANKING CORPORATION.

NOTICE.

I HEREBY GIVE NOTICE that I have this day RESUMED CHARGE of the HONGKONG BRANCH of this Corporation.

CHAS. R. SCOTT.
Hongkong, January 3, 1907.

WANTED TO BUY.

COPIES of No. 8 of the *New Zealand* covers not necessary; copies must be clean. 40 cents will be paid for acceptable copies.

Send to CHINA MAIL Office.

Hongkong, November 26, 1906.

TO LET.

TWO FOUR-ROOMED HOUSES, at PRATA EAST, near East Point.

Apply to JARDINE, MATHESON & CO.

Hongkong, January 3, 1907.

TO LET.

FULLY FURNISHED—FROM APRIL 16TH.

A LTEDENA—BARKER ROAD, the Peak.

Seven Rooms, with ample Bath and Dry Rooms.

Apply to J. S. VAN BUREN,

c/o NIPPON YUSEN KAISHA.

Hongkong, January 3, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the CONCERNED,

SATURDAY,

the 5th January, 1907, at 2.30 P.M., at their SALES ROOMS, No. 8, DES VUXES ROAD, Cover of Ice House Street.

SUNDAY

HOUSEHOLD

FURNITURE,

Comprising—

Double and Single Iron BEDSTEADS with WIRE and HAIR MATTRESS, TEAKWOOD WARDROBES with BEVELLED GLASS, WRITING TABLES, THAIWAN SIDEBOARDS and DINING WAGGONS with GLASS, MARBLE TOP, WARDROBES, GLASS and CLOCKERY WARE, PICTURES, etc., etc.

Also

A Quantity of CANTON CARVED BLACKWOOD WARE;

And

One GENT'S BICYCLE, English-made (almost new).

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, January 3, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the CONCERNED,

WEDNESDAY,

the 9th January, 1907, at 2 P.M., at No. 4, QUEEN'S ROAD CENTRAL, —

A LAGE ASSORTMENT OF

SILVER AND IVORY WARE,

Comprising—

SILVER BOWLS, CUPS, PORCELAIN BOXES, CARD CASES, VASES, SALT CELLARS, BOTTLES, HAT PINS, &c., &c.

Also

A Quantity of CANTON CARVED BLACKWOOD WARE;

And

One GENT'S BICYCLE, English-made (almost new).

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, January 3, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the CONCERNED,

WEDNESDAY,

the 9th January, 1907, at 2 P.M., at No. 4, QUEEN'S ROAD CENTRAL, —

A LAGE ASSORTMENT OF

SILVER AND IVORY WARE,

Comprising—

SILVER BOWLS, CUPS, PORCELAIN BOXES, CARD CASES, VASES, SALT CELLARS, BOTTLES, HAT PINS, &c., &c.

Also

A Quantity of CANTON CARVED BLACKWOOD WARE;

And

One GENT'S BICYCLE, English-made (almost new).

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, January 3, 1907.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

THE Company's Steamship,

HAINAN,

Captain A. J. ROBINSON, will be despatched for the above Ports TO MORROW (FRIDAY), the 4th Inst., at 7 a.m.

For further particulars, apply to

DOUGLAS LAPRAK & CO.,

General Managers.

Hongkong, January 3, 1907.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

THE Company's Steamship,

HAITAN,

Captain J. S. ROACH, will be despatched for the above Ports on SUNDAY, the 6th Inst., at 7 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,

General Managers.

Hongkong, January 3, 1907.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

THE Company's Steamship,

KUTANG,

Captain J. S. ROACH, will be despatched for the above Ports on SUNDAY, the 6th Inst., at 7 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,

General Managers.

Hongkong, January 3, 1907.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

THE Company's Steamship,

KUTANG,

Captain J. S. ROACH, will be despatched for the above Ports on SUNDAY, the 6th Inst., at 7 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,

General Managers.

Hongkong, January 3, 1907.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

THE Company's Steamship,

KUTANG,

Captain J. S. ROACH, will be despatched for the above Ports on SUNDAY, the 6th Inst., at 7 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,

General Managers.

Hongkong, January 3, 1907.

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

THE Company's Steamship,